United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

1. Name of Property

historic name: Wold Barn

other name/site number: Cue Livery Barn

2. Location

street & number: southwest corner of intersection of Hecla and 3rd Streets not for publication: na

city/town: Melrose vicinity: na

state: Montana code: MT county: Silver Bow code: 093 zip code: 59743

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination __ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets __ does not meet the National Register Criteria. I recommend that this property be considered significant __ nationally __ statewide X locally.

Signature of certifying official/Title Date

Montana State Historic Preservation Office
State or Federal agency or bureau

(__ See continuation sheet for additional comments.)

In my opinion, the property __ meets __ does not meet the National Register criteria.

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is: Signature of the Keeper Date of Action

__ entered in the National Register
__ see continuation sheet
__ determined eligible for the National Register
__ see continuation sheet
__ determined not eligible for the National Register
__ see continuation sheet
__ removed from the National Register
__ see continuation sheet
__ other (explain): _____

5. Classification

Ownership of Property: Private

Category of Property: Building

Number of contributing resources previously listed in the National Register: na

Name of related multiple property listing: na

Number of Resources within Property		
Contributing	Noncontributing	
1	0	building(s)
0	0	sites
0	1	structures
0	0	objects
1	1	TOTAL

6. Function or Use

Historic Functions:
AGRICULTURE/livery barn

Current Functions:
AGRICULTURE/horse barn

7. Description

Architectural Classification:
OTHER: Mountain Horse Barn

Materials:
foundation: None
walls: LOG; wood-frame
roof: corrugated METAL
other: n/a

Narrative Description

The town of Melrose is located in southwest Montana, between Butte and Dillon, just to the west of Interstate 15. The town is oriented north-south, and straddles the Oregon Short Line railroad tracks. The Big Hole River meanders immediately to the west of town. At Melrose, the broad Big Hole Valley is defined by the river itself, the McCarty Mountain Range to the east, and the Pioneer Mountains to the west. Silver Bow, Madison, and Beaverhead Counties intersect a few miles to the south. The Wold Barn is located on Hecla Street, which runs north-south at the west edge of the two-block-wide community. It sits just south of the Melrose school, one block west of Broad Street, the main commercial avenue through town.

The Wold Barn is a north-south oriented, irregularly-shaped barn located at the southwest corner of a six-lot parcel. The lot consists of patchy grass and dirt enclosed by a rail fence and accessed by galvanized metal gates at the west end of the north fence and the south end of the east fence, and a wood gate behind the barn, at the south end of the west fence. A wood-rail round corral occupies the northwest corner of the lot. The corral opens to the lot via a gate on its south side.

The barn is composed of an original rectangular, two-story front-gabled component and two additions: a two-story, front-gabled addition to the west half of the south elevation and single-story, shed-roof addition at the south half of the east elevation. The building rests on the ground, and no foundation is visible. Both two-story components consist of a log first story beneath a wood-frame second story: their construction is identical in terms of method, materials, and general appearance. The single-story, shed-roof component has wood-frame walls and small exterior space enclosed in chicken wire and sheets of corrugated metal off the north elevation. All wood-frame walls are clad in board and batten siding. Corrugated metal roofing covers all three components. Throughout the building, the log members are hand-hewn to a uniform square shape and are chinked with concrete. The square notching is strengthened by steel spikes inserted vertically through the corners. The logs used to build the walls are probably Doug Fir, a tree that was widely available and commonly used for structural purposes in the region. Although the logs are uniformly shaped, they are of irregular height, and the high quality of the walls constructed from irregular logs suggests the work of a skilled craftsman. All doors feature diamond-shaped, wrought iron hinges.

All openings on the north elevation are centered beneath the gable end. The first floor features a single opening filled with double barn doors. The doors are covered with horizontal drop-lap on the exterior and are strengthened by diagonally placed board sheathing on the interior. They hang on large iron hinges. Above the barn doors is a single, smaller door constructed of vertical boards that leads to the hayloft. A diamond-shaped window opening, filled with planks, sits above the hayloft door. East of this opening are the remnants of a hay hoisting system, including wood members and an old iron pulley.

The east elevation of the main component is featureless on the first story. The second-story includes four evenly-spaced square window openings, located immediately above the first story log component and below a horizontal nailing board that extends the length of the elevation. The windows have been covered with horizontal boards, and probably were once used to transfer hay from the hay loft to the original east wing (which is not extant). The shed-roof addition extends off of the south half of the east elevation of the main component. It features two window openings, not original and now filled with plexi-glass, and a chicken door on the north elevation and a garage door opening, filled with a pair of wood doors, on the south elevation. The doors are covered with diagonal rough-cut boards and hang on iron hinges.

The exposed portion of the south elevation of the main component is similar to the north elevation. It features a barn-door opening centered beneath the gable end (and filled with a double vertical board doors), a smaller board-and-batten door above (off-set slightly to the east) accessing the hay-loft, and a diamond-shaped window opening, partially boarded over, centered in the gable end. An iron eye-bolt with a iron ring for tying stock is sunk into the south wall to the west of the barn door. It appears to be original.

The west half of the south elevation of the main component is covered by the smaller two-story component. It features a pedestrian door of vertical boards on the first story of its east elevation. An iron eye-bolt with a iron ring for tying stock is sunk into the west wall to the north of the pedestrian door. Like the ring on the main component, it appears to be original, and the location of these two tying rings suggests that the south entrance was originally used as the main entrance for stock. The south elevation of the smaller two-story component contains two boarded-in window openings, one centered in the wall on each story. The west elevation contains a window opening centered in the log wall of the first story.

The west elevation of the main two-story component is featureless on the log first story. The second story contains two openings in the north half of the component, each one filled with a pair of side hinged hay doors. Four holes, of 4-6 inches in diameter, were cut beneath the west elevation eaves. The have iron u-nails beneath them, and appear to have been used to tie the hayloft doors open when needed in order to move hay.

Fencing and round corral

The property is further defined by post and rail fencing and a round corral. The fence and corral both post-date the historic period. They are constructed of unsplit rails attached to old telephone poles and railroad ties used as posts. Two gates (one at the west end of the north fence and one at the south end of the east fence) are mass-produced metal and the third (at the south end of the west fence) is a home-made wood gate. The corral is constructed in an unusual manner, in which the poles angle outward as they rise, giving the top of the corral a wider diameter than the base. Although modern, the fence and corral do not detract from the integrity of setting, feeling, and association, as they likely replace similar historic structures.

Condition

The Wold Barn is in good condition. Cold, dry air has preserved the building despite a hundred years of harsh, snowy winters and decades of benign neglect. The building is level, the logs and framing are sound, the roof ridgeline is straight, and the walls are still plumb. Throughout, the wood is weathered but not rotted. Roofing tin remains securely attached and the chinking is intact. Some of the battens on the board-and-batten siding are missing or warped and need to be replaced.

Integrity

Although the Wold Barn has been modified slightly since its original construction, it retains all seven aspects of integrity, including location, setting, feeling, association, workmanship, design, and materials. The original east wing of the barn has either been reduced or replaced with a smaller wing of the same height and width, most hinges are replacements that do not match the original hinge cut-outs, and at least one of the double-barn doors (that on the north elevation) is not original. The fence and round corral are of more recent construction, either replacements or additions. All other features appear much as they must have when first constructed, and the barn still sits on a large parcel of six lots. Stagnation in the local economy

and population since the historic period translates into a remarkable amount of integrity of location, setting, feeling and association. Few new buildings have been erected in Melrose, and the barn is surrounded by unmodified historic structures. The pasture to the west of it remains, as it has for over a hundred years, in agricultural use. The town of Melrose itself clearly conveys its long association with shipping: it straddles the railroad, with its major commercial buildings, all dating to historic period and most abandoned, lining the tracks. The regular, linear plan contrasts sharply with the haphazard layout of mining camps, and distinguishes the town from its contemporaries in the region.

8. Statement of Significance

Applicable National Register Criteria: A, C

Criteria Considerations (Exceptions): n/a

Significant Person(s): n/a

Cultural Affiliation: n/a

Areas of Significance: COMMUNITY DEVELOPMENT; ARCHITECTURE

Period(s) of Significance:

Significant Dates:

Architect/Builder:

Narrative Statement of Significance

Summary

The Wold Barn is eligible for listing in the National Register of Historic Places under Criterion A for its association with the development and endurance of the town of Melrose. The town's status as a shipping center allowed it to weather the demise of the mining industry that decimated the larger, more renowned settlements that spawned it. The Wold Barn is perhaps the single biggest testament to the endurance of the town as a transportation hub, being, as it is, a large urban livery barn built after the collapse of mining and during the ascendance of agriculture. No other building in town conveys this historic context as forcefully. It retains sufficient integrity to clearly convey its historical association. The building gains additional significance, and is eligible for listing under Criterion C, as an important and well-preserved example of a highly distinctive style of barn architecture. It is all the more exceptional for being an urban example of the Mountain Horse Barn, a type that developed and proliferated in rural areas surrounding Melrose in response to the particular ranching conditions in the region. The high quality of craftsmanship, associated with the log building traditions of the Norwegian immigrant who built the barn, makes the Wold Barn all the more worthy of listing in the National Register of Historic Places under Criteria A and C.

Non-Indian Development of the Big Hole Valley

In the decades before large-scale non-Indian immigration into the Big Hole Valley, trappers plied Montana's streams for wealth in the form of glossy beaver pelts and other furs. No trading fort was located in what became southwestern Montana, and most of the area's trapping activities went unrecorded, the work of lone men not oft inclined to pen their memoirs. Local history locates trappers in southwestern Montana by at least 1822, and the following decade the region attracted men in the employ of both British and American firms as they competed for the dwindling supply of Rocky Mountain furs.[1]

1 Beaverhead County History Book Association, *The History of Beaverhead County, Vol. I (1800-1920).* Logan, UT: Herff-Jones, Inc., 1990, p. 8; Kimberly Brown, *Historical Overview of the Dillon District.* Boulder: Western Interstate Commission for Higher Education, 1975, p. 14-15; Vernon Scarborough, *Archeological and Historical Survey in the West Dillon and Tendoy Mountain Planning Units of Beaverhead County, Southwestern Montana*, Boulder, CO: Resources Development Internship Program, Western Interstate Commission for Higher Education, 1974, p. 12-14.

As the fur trade waned in the middle of the 19th century, adventuresome men sought other ways to make their fortunes in the West. The 1849 California gold rush brought hordes of miners to the region, and discoveries of gold in more northern locales in the 1850s drew men away from the California diggings. Over the next several years, prospectors progressively made their way into interior mountain drainages, where they hoped they might discover the next great strike. Some of these hopeful miners ventured into what is now southwestern Montana. In July of 1862, a man named John White found gold on Grasshopper Creek in Beaverhead County. White's discovery, while not the first recorded in Montana, spawned a surge of immigration into the region and became the state's "first real strike."[2] As news of the strike spread, "miners rushed to the new 'diggins'" from all directions. Within weeks of White's discovery the town of Bannock, located 54 miles southwest of Melrose, sprang up to serve the prospectors who descended on the region in droves. By the following spring, Bannock's population exceeded 3,000.[3]

Due to the relatively level nature of its topography, the lower Big Hole valley quickly became one of the preferred wagon routes for freighters and miners traveling between Fort Benton–the head of navigation on the Missouri River--and the gold fields at Virginia City and Bannack. These travelers would have passed through the future site of Melrose, which lay on the established trail through the Big Hole Valley. The valley's status as an important transportation corridor solidified in 1869, with the completion of the nation's first transcontinental railroad, the Union Pacific. The Union Pacific established a railhead fewer than 400 miles to the south of Melrose at Corinne, Utah. The route from Corinne "became perhaps the principal road for hauling heavy equipment in and ore out," of Montana's mining camps, and a busy and extensive stage and freight industry rapidly developed in southwestern Montana. The network of roads carved by streams of teamsters included one passing through Melrose and extending northward to serve Butte, Deer Lodge, Helena, and other burgeoning population centers.[4]

The Mining Industry and Melrose

The mining boom begun at Bannack spread swiftly through mountain drainages throughout southwestern Montana, and agricultural development spurred by the demand for mining-camp supplies proceeded apace. Miners traveling to established strikes kept their eyes peeled for other likely locations of mineral deposits as they moved, and in 1868 one of them discovered "the first significant mining claim in the Big Hole River country" near Melrose.[5] In the early 1870s, a few settlers squatted on the unsurveyed lands of the lower Big Hole and began ranching there. A small settlement at Divide, 10 miles north of Melrose up the Big Hole River served the region's growing population by 1871.[6] These nascent agricultural and mining endeavors soon gave way to extensive development in both industries, as early strikes were followed by far more lucrative ones.

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2 K. Ross Toole. *Montana, an Uncommon Land*. Norman: University of Oklahoma, 1959, p. 69; Beaverhead County History Book Association, p. 18.

3 Beaverhead County History Book Association, p. 18.

4 Toole, p. 89; Patricia M. Ingram, *Historic Transportation Routes Through Southwestern Montana.* Boulder, CO: Western Interstate Commission for Higher Education, 1976, p. 14: Mary McCormick, Renewable Technologies, Inc., "William and Lucina Bowe Ranch National Register of Historic Places Registration Form," on file at MTSHPO, Helena; Michael P. Malone, Richard B. Roeder and William L. Lang, *Montana: A History of Two Centuries.* Seattle: University of Washington Press, 1976, revised 1991, p. 64-78, 175; Robert G. Athearn, "Railroad to a Far Off Country: The Utah & Northern," *Montana: The Magazine of Western History* (Autumn 1968), p. 4.

5 Stanley Davidson and Rex Myers, "Terminus Town: Founding Dillon." *Montana: the Magazine of Western History*, (Autumn 1980), p. 18.

6 Thornton Waite, *Union Pacific Montana Division: Route of the Butte Special*. Idaho: Reese Brueggenjohann and Thorton Waite, 1998, p. 159.

Among the ore discoveries to come was one made in August 1873, on Trapper Creek in the Pioneer Mountains just west of the future site of Melrose, then known as the Big Hole River crossing of Brown's Bridge. This discovery proved to be one of the early industry's most productive and profitable, and profoundly shaped the history of Melrose as an enduring transportation hub for the region. The mining settlement of Trapper City burst into existence as men rushed to the new diggings. The flocks of new arrivals located many new mining claims, and the Bryant (later Hecla) mining district was born. The Trapper Creek mines shipped "10 tons of high-grade silver-lead ore to Swansea, Wales for refining" that first year, and mining interests immediately began improving the industry infrastructure in anticipation of further riches. Noah Armstrong, an early arrival who located the Atlantis, the richest mine in the district, started constructing a smelter at Glendale, about midway between the mountain mines and Melrose, almost immediately. Upon completion, the smelter commenced reducing ores from the Bryant District in two blast furnaces of 70-ton capacity each. Other regional mines like those at Butte sometimes shipped ore for reduction at Glendale, and thus both raw and refined ores passed through Melrose in transit to and from the booming mining towns. By 1874, a road constructed from Trapper Creek and Glendale to Melrose facilitated this freighting. [7]

The Melrose-area Brown's Bridge crossing served not only the Trapper Creek mines but settlements associated with lode discoveries at McCarty Mountain, Soap Gulch, Moose Creek, and others. When activities at Lion Mountain, west of Glendale, surpassed those of Trapper Creek, the mining settlement relocated to Lion City, which itself later spawned the nearby company town of Hecla. All of these developments fed the freighting industry, and through Melrose flowed countless teamsters commanding "big-wheeled ten-ton wagons, drawn by six to eight horses."[8] They came and went "over rough, torturous wagon trails" linking the mining camps to one another and to Corrine, Utah, from where the railroad connected to economic and shipping centers on both coasts.[9] A staggering volume of people and goods passed through Melrose in this early period. In 1878, Armstrong's Hecla Consolidated Mining Company alone shipped over 600,000 pounds of copper matte and over 2 million pounds of crude bullion from its Glendale smelting works. To run the smelter, it freighted in flux from its iron mines at Norwood, northeast of Melrose in Soap Gulch. The company worked some 100 horses a day, using them in shifts to haul its massive output. Other teamsters moved heavy mining machinery, vast quantities of coke and salt for processing ores, and innumerable consumer goods, food stuffs, and passengers to and from mining and supply centers throughout southwest Montana.[10]

The mining, milling, and smelting activities immediately east of Melrose flourished, as did the efforts at soon-to-be-famous Butte City to the north. When financier Jay Gould plotted the Montana route of the state's first railroad, the Utah Northern, in 1878, he did so with an eye to securing the transport business of these two industry centers. Beginning in 1880, Utah Northern crews laid track northward, roughly paralleling the Corinne wagon road route. They planned several temporary terminae en route to Butte to facilitate track-laying. Construction overseers were instructed to locate the last of these on the Big Hole River near Brown's Bridge, opposite Glendale "where the Hecla Consolidated mines and works are situated."[11]

From the moment the tracks arrived, Hecla Consolidated consigned all its freight through Melrose. The temporary terminus that sprang up soon projected an air of permanence. Shortly after the post office was established in June, 1881,

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7 Tom Gignoux, Kim Lugthart and Rachel Manley, "Hecla Residence National Register of Historic Places Nomination Form," on file at MTSHPO, Helena; Frank Warner, *Montana Territory History and Business Directory*. Helena: Fisk Bros. Printers and Binders, 1879. p. 82, 101; clipping from Montana Historical Society (MHS), Melrose vertical file, labeled SC 1108, at MHS, Helena.

8 Muriel Sibell Wolle, *Montana Pay Dirt: A Guide to the Mining Camps of the Treasure State.* Athens, OH: Swallow Press, 1963 (1991), p. 187.

9 Beaverhead County Museum, "District 5 & Original District 8; Glendale, Hecla, Lion City, Trapper Creek," unpublished paper, n.d. at Beaverhead County Museum, Dillon, MT, p. 2.

10 Warner, p. 100; Wolle, p. 188; Gignoux, et al.; untitled clipping in MHS Melrose vertical file, labeled SC 1108, MHS.

11 Athearn, p. 19, quoting Utah Northern president Sidney Dillon.

Melrose shed its official "terminus" designation. The town remained the actual railroad terminus until December of that year. As it had in Red Rock and Dillon, the two previous Montana terminae, this end-of-track status brought a brief but impressive boom: "constantly during the daylight hours, horse, mule, and ox trains left [the] loading docks and warehouses for points throughout Montana" and within weeks of its founding Melrose counted some 300-400 inhabitants. The surge of population that accompanied the town's terminus status stabilized once the tracks reached Butte, and over the next decade the "pretty little village . . . on the Big Hole River" housed some 60 permanent residents who maintained three hotels, two meat markets, and a general mercantile/post office. A blacksmith, a schoolteacher, a justice of the peace, a railroad and telegraph agent, a stock dealer, a liquor dealer, and a daily stage also served the varied needs of the region and the many people who moved through it.[12]

The area's mining industry expanded dramatically with the advent of rail service. During this expansion, Hecla Consolidated Mining Company reorganized under new management. Associated settlements swelled with the company's payroll, and by the end of 1882 the smelter town of Glendale boasted some 3,000 inhabitants. Shipping at Melrose became but one component of the company's geographic division of labor. Different supervisors managed the main mines from Hecla, the reduction works at Glendale, and iron mines for flux at Norwood.[13] In 1882 Henry Knippenberg, the new manager of Hecla Consolidated, constructed what some claim was the "first concentrating mill in Montana." The concentrator, located between the townsites of Hecla and Glendale, spawned its own small settlement called Greenwood. While it expanded its mining infrastructure, the company also invested in its shipping sector. The company-owned Hecla Mercantile and Bank building housed its Melrose operations, and Hecla Mercantile employees acted as the company's agents in dealings with the Utah Northern.[14] The railroad, too, contributed directly to the growth of Melrose in this period. Beginning in 1886 the company undertook a series of construction projects to enhance its infrastructure in the town. Some of this infrastructure resulted from the Utah Northern's decision to begin fueling its locomotives at Melrose in order to avoid paying the Northern Pacific Railway Company for the cost of fueling at Butte. Over the next seven years, workers erected a depot, an agent's residence, a boarding house, a bunkhouse, a pumphouse, a water tank, a windmill and a coal chute replete with a platform and 16 six-ton coal pockets.[15]

While the mining industry transformed the region with dizzying speed, Big Hole agriculture enjoyed a slower, steadier growth. This less spectacular agricultural development eventually underwrote a permanence for Melrose that eluded exclusively mining-dependent settlements, for it, too, produced a huge volume of goods and traffic through the town. Federal land survey crews surveyed the area in 1876, on the heels of the earliest mining and agricultural endeavors, so many of the subsequent agricultural settlers were able to secure lands under federal land laws like the Homestead Act. Like their counterparts in ranching areas throughout the West, most valley residents augmented their original homesteads by inducing friends and family members to claim adjacent lands. Other settlers took advantage of the Desert Land Act of 1877, which allowed claims up to 640 acres provided the claimant developed irrigation for cultivation within three years. Through these and other methods, certain area ranchers gained title to the large properties necessary to maintain economically-viable operations. [16]

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12 Davidson, p. 24; Athearn, p. 21; Clipping from *The Butte Miner*, 1882, MHS Melrose vertical file, MHS; Davidson et al, p. 26; *Montana Business Directory*, 1886, clipping in MHS Melrose vertical file, MHS, p. 1365.

13 Wolle, p. 192

14 Gignoux, et al.

15 Waite, p. 158.

16 McCormick.

Transition to an Agricultural Shipping Economy

Southwest Montana agriculturalists, like their mining counterparts, came to know Melrose as an important transportation hub for the region's products and population. The town served as a conduit for settlers like the grandparents of Big Hole historian Mary Berthold, who, in May of 1884 "traveled out of Butte in horse-drawn vehicles, a buggy and light wagon, accompanied by their two small children and Great-Uncle Charlie Francis, Grandma's younger brother. They continued on an indifferent road toward Dillon, turning to the right and crossing the river just beyond the present town of Melrose, at Brown's Ferry. Camping along the way, they followed an ill-defined trail through the Grasshopper and over Big Hole Pass, down past the hot spring site of the present town of Jackson, to 'The Crossing,' so called because roads to the Bitterroot and to Gibbonsville in Idaho intersected there." Upon establishing his homestead claim, Berthold's grandfather decided to raise dairy, rather than beef, cattle. "Butter was his medium of exchange," and he soon could be found freighting his own loads over the roads that had brought him to the Big Hole.[17]

Agricultural freighting like that of the Big Hole dairyman above meant that Melrose endured even when the mining industry in the vicinity disintegrated. The fabled 'Hard Winter' of 1886-87 that devastated livestock operations elsewhere in Montana Territory left southwestern Montana ranchers relatively unscathed. Since the first days of settlement, ranchers adapted to the area's high elevation and cold, snowy winters by making provisions for winter feeding. While other regions estimated losses at anywhere from 50-95 percent, many ranchers in the southwestern section lost less than ten percent of their herds.[18]

The same story of resilience cannot be told of the region's mining industry. Over the next decade, national economic trends and local ecological factors combined to bring mining activity to a standstill. After the Panic of 1893 inspired the repeal that year of the Sherman Silver Purchase Act, the price of silver plummeted. Almost simultaneously Hecla's lodes began to play out. In 1893, the reduced ore production supplied only two blast furnaces at the smelter in Glendale, and the smelter showed a loss at year's end. From a high of "upwards of 800 men" the company workforce had dwindled to 125 employees. Two years later only 70 people remained. In 1900, the smelter closed completely, and thereafter Hecla produced "only low-grade ore and slag," which it shipped from the depot at Melrose to the American Smelting and Refining Company in Omaha, Nebraska. Even this remnant production ceased completely in 1904, and the 40 miners who "were virtually the sole remaining inhabitants of Hecla and Glendale . . . left the District" that summer. By that time, the Hecla area had yielded some twenty-two million dollars worth of ore. Thereafter, mining activity in the immediate vicinity was limited to intermittent, small-scale efforts, mostly by individual miners who leased the properties they worked. [19]

Paradoxically, the small shipping town spawned by the booming mining centers flourished even as the local mineral industry collapsed. The success of ranching there in the decades around the turn of the century meant that the Big Hole Valley "grew and prospered."[20] New towns like Wisdom sprouted in the upper valley, and lower valley settlements like Divide and Melrose expanded. Melrose served the region's ascendant agricultural industry in its established capacity as a transportation hub. Herders drove cattle to the railway on the hoof, while freighters hauled wool from the shearing pens of a thriving sheep industry. All sorts of supplies continued to travel to the region's inhabitants by rail, and from the railhead departed teamsters driving "toiling multi-horse teams and the more glamorous stagecoaches." The railroad continued to invest in Melrose infrastructure in order to facilitate the movement of agriculture-related goods into and out of the area: it added a hand-car house, a windmill, a well, a new section house, and a water column in the first decade of the 20th century,

17 Mary Berthold, *Turn Here for the Big Hole*. Detroit: Harlo Press, 1970, p. 14-17.

18 Liza Nicholas, *Ranching in Beaverhead County, 1863-1960: Transition Through Three Generations*, Missoula, unpublished M.A. thesis, 1990, p. 44-45 (?).

19 Gignoux et al.; Waite, p. 158.

20 Bertha Agnes Francis, *The Land of the Big Snows.* Caldwell, ID: Caxton Printers, 1955, p. 192.

and built a "150 ton coal plant with a crusher and a sanding facility" in the second. In 1931, the railroad purchased more land for expanding the track-side stockyard and building two new pens.[21]

As the Big Hole solidified its position as one of Montana's premier stockraising regions, it also developed a couple of peculiar agricultural adaptations that became visible in its built environment. Like the practice of putting up hay that spared the region widespread, crippling losses in the legendary 'Hard Winter,' these other agricultural innovations were responses to the particular demands of ranching at high elevations. The most famous among them was a distinctive method of piling loose hay through the use of a mobile, inclined wooden slide that allowed ranchers "to stack three to four times more hay than any other stacker." The stacker, commonly known as a Beaver Slide, evolved through a process of community trial and error and was patented in 1910 by Big Hole ranchers Herb Armitage and Dade Stephens as the Sunny Slope Sliding Stacker. Since then it has remained a common and highly visible feature of the valley's agricultural landscape. [22]

The Wold Barn

The region also produced a highly distinctive type of barn. The forthcoming book *Montana's Last Best Barns* identifies the region's "Mountain Horse Barn" as one of only two distinctive barn styles that developed in the state. It appears to have originated in the Big Hole and Beaverhead Valleys that flank Melrose. Its form followed its function. The Mountain Horse Barn "is distinguished by its long log walls that created a large single crib structure, capped by a roof that was high enough to accommodate a hay loft. This was a kind of transverse crib barn, with doorways located in the gable ends, rather than on the side. Unlike its ancestors to the East where hogs and dairy cattle more commonly inhabited the barn, the Mountain Horse Barn held far more hay—a direct response to a harsher climate and the need to protect and feed horses through long cold winters."[23] The Wold Barn in Melrose is an exemplar of this type.

The Wold Barn was erected during the expansion of Melrose that accompanied the ascendance of agriculture. This expansion included the platting of the town's only addition, developed in 1896 by William Bowe and his wife Lucina on a portion of their ranch that adjoined the original townsite. The Bowes began selling lots in their six block addition shortly thereafter, and in the spring of 1900 they conveyed lots 1-10 of block two to a local man named George Fleser. Fleser owned the lots for little more than a year before selling them to Ida Wold. 24 The Wold family retained the land for almost 50 years, and it was during their tenure that the Wold Barn was constructed and gained its historic significance.

Ida Wold was born Ida Longley, the daughter of a Danish immigrant mother and a Kentucky-born father who by 1866 had made his way west to the Montana gold camps. In 1880 he lived with his large family in the smelter town of Glendale, where he served as the town constable. Sometime in her twenties Ida married Oscar Wold, a man eight years her senior who had immigrated from Norway as a boy of 8. By 1900 the couple and their three children were living in or near Melrose, where Oscar worked as a teamster and Ida kept house for husband, three children, and William Campbell, a boarder from New Zealand who also worked as a teamster.25

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21 Waite, p. 158.

22 Francis, p. 209.

23 Chere Jiusto and Christine Brown, *Montana's Last Best Barns*, Helena, MT: Montana Historical Society Press, forthcoming 2009, Chapter 1.

24 Silver Bow County Clerk and Recorder's Office records, including Plat of Bowe Addition to Melrose; Patent R-273; Deed 39-119; Deed B28-293.

25 http://freepages.genealogy.rootsweb.ancestry.com/~familysoup/john_t_longley.txt. Accessed 4/26/08. All further personal information about the Wold family is also from this web source, which transcribes several relevant Montana censuses.

Ida died sometime between 1901 and 1910. Whether she lived to see the construction of the barn on her land is not clear. The barn was built between 1906 and 1914.[26] As it does today, it originally consisted of three components, including the extant log components and a single-story wing running the full length of the east elevation. The existing shed-roof component on the south end of the east elevation may be a remnant of the original east wing. It remained unaltered through at least the 1920s: the footprint was modified sometime after the last Sanborn Map of Melrose, which was completed in 1927.[27]

Exactly who built the barn is a matter of speculation. The widower Oscar Wold was still working in the area as a "wagon driver" for a "quartz mine" when census takers enumerated him and his three minor children in 1910. He appears to have been a man of modest means: when he died in 1923, the 10 town lots purchased by his wife in 1901 and the barn constructed on them composed his entire estate.[28] It is unlikely the Wolds had the means to commission professional carpenters to build the barn. The log building methods utilized in the construction of the barn are commonly associated with Scandinavian immigrants like Oscar Wold: "On the frontiers of settlement, where trees were abundant but milled lumber scarce, log buildings were the order of the day and withstood much weather and hard use. . . [in] Montana, there were many log builders who applied their skills and transformed mining camps and early rural settlements . . . Scandinavian settlers, with the logworking traditions cast in the deep forests of Northern Europe, were exceptionally skilled. . . . notching and square-hewn log walls were built to last."[29]

Whether Oscar Wold contracted the construction of the Wold Barn or built it himself (perhaps with the help of his wife's extended family, which lived in the area), the barn is his creation. The large livery barn in an urban transportation hub is clearly tied to Wold's work as a teamster, an occupation that was still vital when the barn was constructed. Built in the style distinctive to the immediate area, the barn also bears the mark of Scandinavian log building traditions. Oscar Wold was well familiar with these traditions, both from his own Norwegian family history and his time as a teamster on the Montana frontier, where his travels would have led him past many such structures. By the time he built his barn, he was a man in the fullness of maturity. The barn is his enduring mark on the Montana landscape.

Oscar Wold died intestate in 1923 at the age of 70. Before he died he had been living with the family of his eldest son, John Wold, on John's farm in Deer Lodge country. His estate wasn't distributed until 1946, by which time his younger son Charles, a quartz miner, had died.[30] The Wold's two remaining children inherited fractional interests in the property, and promptly sold it to Norma Jean Boyle of Melrose. Boyle immediately sold it to Melrose residents Thomas and Violet C. Malloy. Thomas Malloy died intestate in 1949 and by the time his estate (valued at $1,000 and consisting solely of the ten lots and the barn) was settled in 1954, his widow had remarried. Violet Malloy Turner sold the barn on six lots (numbers 5-10) in 1963 to a man named Edward Duffy.[31] None of the post-Wold owners from the historic period appear in the Polk Directories of the period, and little is known about their use of the Wold Barn.

The Wold family sold its barn at a time of broader transformation in the Big Hole country. After World War II there was "an increasing restlessness. People sold out, moved away. The smaller ranches were incorporated into larger holdings. House were abandoned. Families grew fewer."[32] Since 1920, wagons and horses had been rapidly replaced by cars, and in

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26 The barn does not appear on a 1906 panoramic photo of Melrose, but does appear on the 1914 Sanborn. E-mail to author from Ben Goody (Glendale resident and local history expert), 1/24/08.

27 Sanborn Fire Insurance Company maps, Melrose, Montana, 1914 and 1927.

28 Silver Bow County Clerk and Recorder's Office records, R.E.M. 5-242.

29 Jiusto et al, Chapter 1.

30 Silver Bow County Clerk and Recorder's Office records, R.E.M. 5-242.

31 Silver Bow County Clerk and Recorder's Office records, Deed 202-232 through 202-235; R.E.M. 17-143; Deed 293-339)

32 Berthold, p. 83.

the 1950s road improvements in the area made urban centers more accessible and decreased reliance on rural settlements. Infrastructure in those towns dwindled accordingly. In 1957 the railroad took the Melrose depot out of service, replacing it with a simple passenger shelter. After crews constructed Interstate 15 through the area in the 1970s, even much of the shipping business shifted to vehicles. In 1971, passenger service at Melrose was discontinued, and two years later the track-side stockyards were "retired." Melrose's hundred-plus year reign as a regional transportation hub came quietly to an end.[33]

33 Waite, p. 158-159.

9. Major Bibliographic References

See continuation sheet

Previous documentation on file (NPS):
___ preliminary determination of individual listing (36 CFR 67) has been requested.
___ previously listed in the National Register
___ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey # _____
___ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data:
_X_ State Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
___ University
___ Other -- Specify Repository:

10. Geographical Data

Acreage of Property: less than one

UTM References:	**Zone**	**Easting**	**Northing**	
A	12	E 368552	N 5054150	(NAD 27)

Legal Location (Township, Range & Section(s)): Township 2 South, Range 9 West, Section 26

Verbal Boundary Description

BOWE Addition - LOTS 5 THRU 10 BLK 2; VACATED ALLEY ADJ (150'X20')

Boundary Justification

The boundary is drawn, based on legally recorded boundary lines, to include the land surrounding the building that has been historically associated with the building and conveys the property's historic setting.

11. Form Prepared By

name/title: Delia Hagen
organization:
street & number: 660 River Court
city or town: Missoula
date: May 9, 2008
telephone: (406) 360-0120
state: MT zip code: 59801

Property Owner

name/title: Linda Cue
street & number: 16 N Montana St.
city or town: Butte state: MT
telephone:
zip code: 59701-9232

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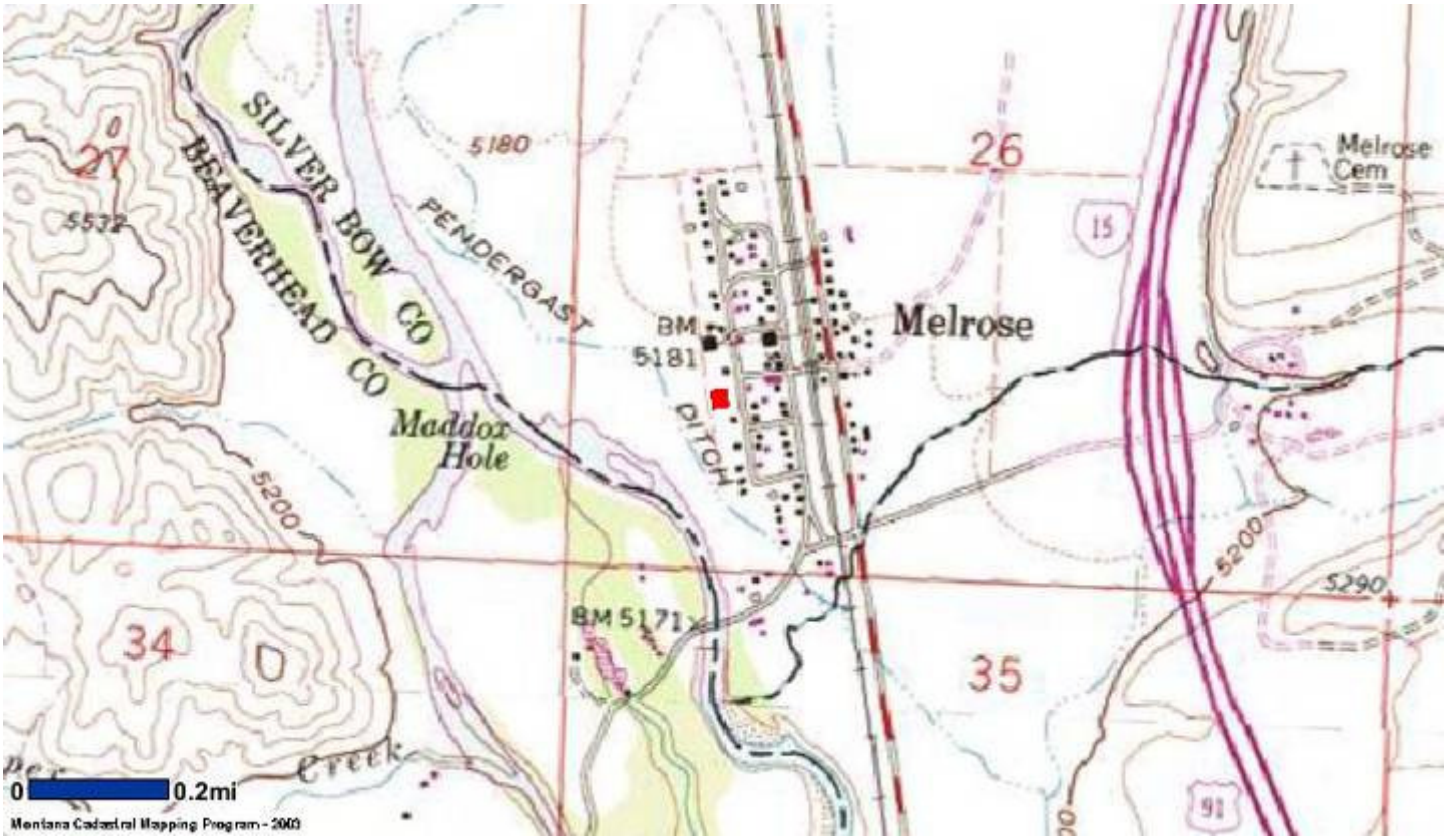
SILVER BOW CO
BEAVERHEAD CO
PENDERGAST
5180
26
27
5572
Melrose Cem
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BM 5181
Melrose
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DITCH
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5290
BM 5171
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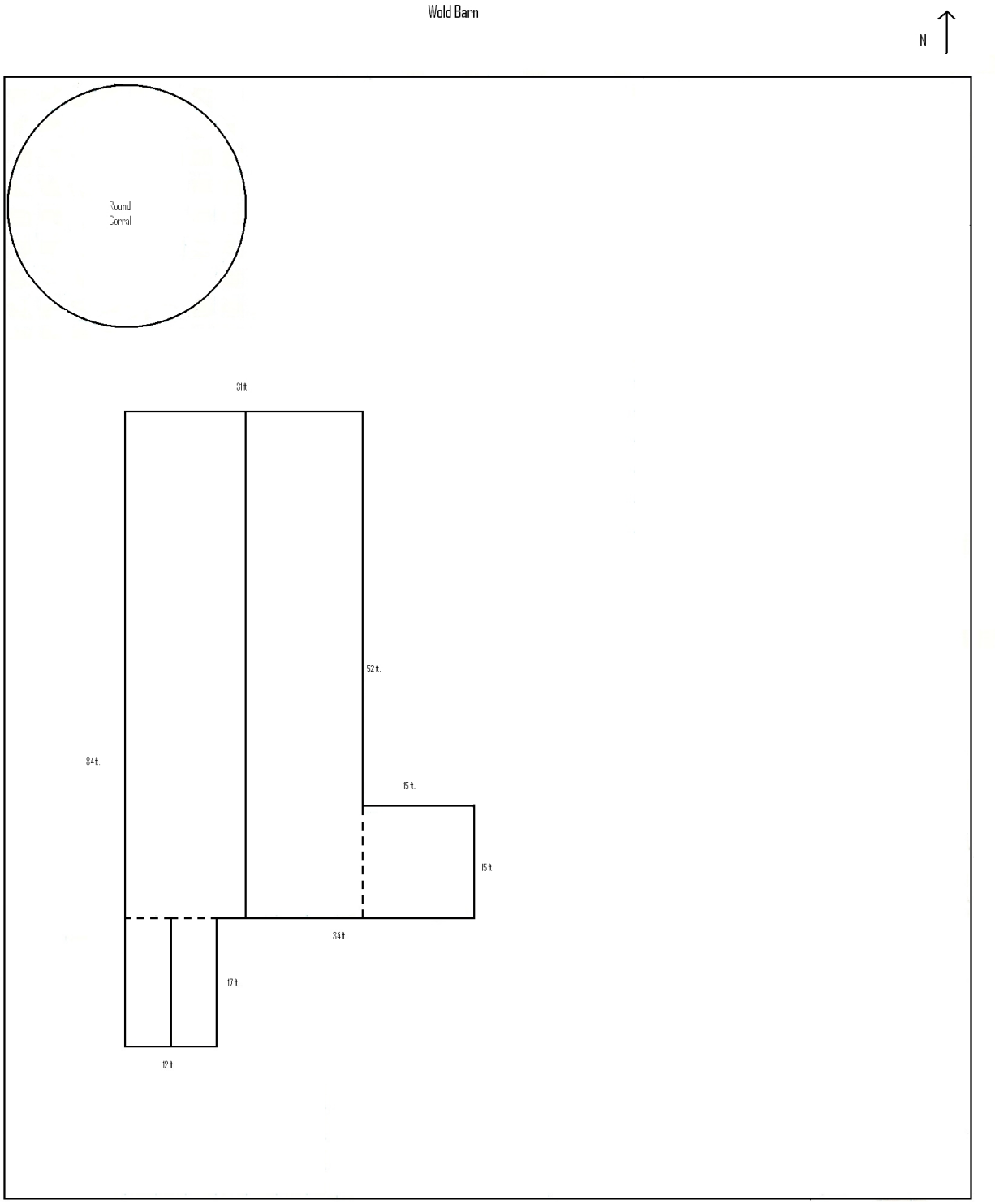
Montana Cadastral Mapping Program - 2003


Wold Barn
N
Round
Corral
31ft.
52ft.
84ft.
15ft.
15ft.
34ft.
17ft.
12ft.

North and west elevations of barn and corral, view to the southeast.

North and east elevations of barn and east fence, view to the southwest.

North elevation of barn and round corral, view to the south.

Barn and west fence, north and west elevations, view to southeast.

Barn, west and south elevations, view to the northeast.

Barn, south and east elevations, view to the northwest.

Barn, east and north elevations, view to the southwest.

Barn, north and west elevations, view to the southeast.

East elevation, main component.

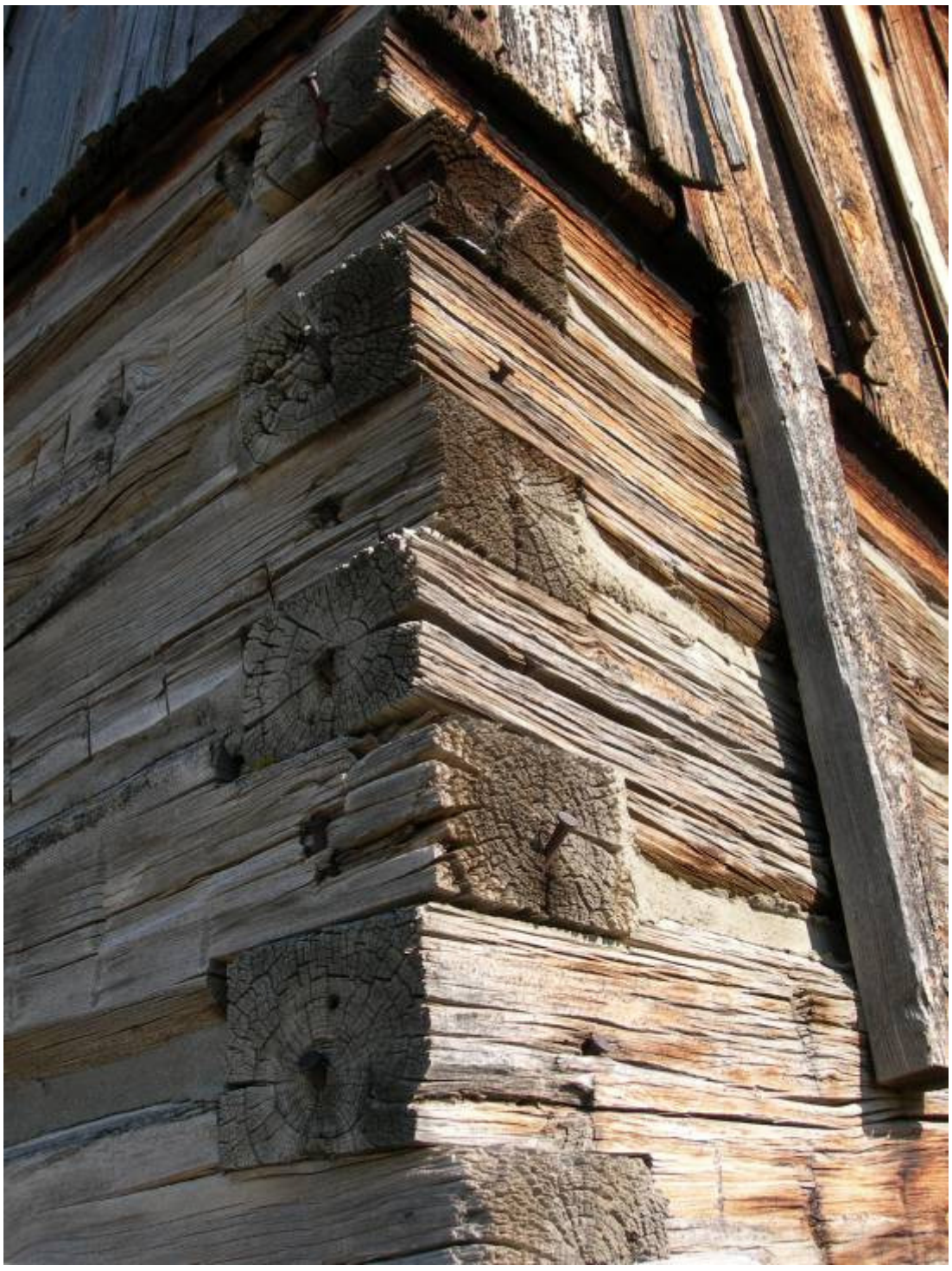
South and east elevations, shed-roof addition to east elevation.

South and east elevation, log addition to south elevation.

North elevation main component.

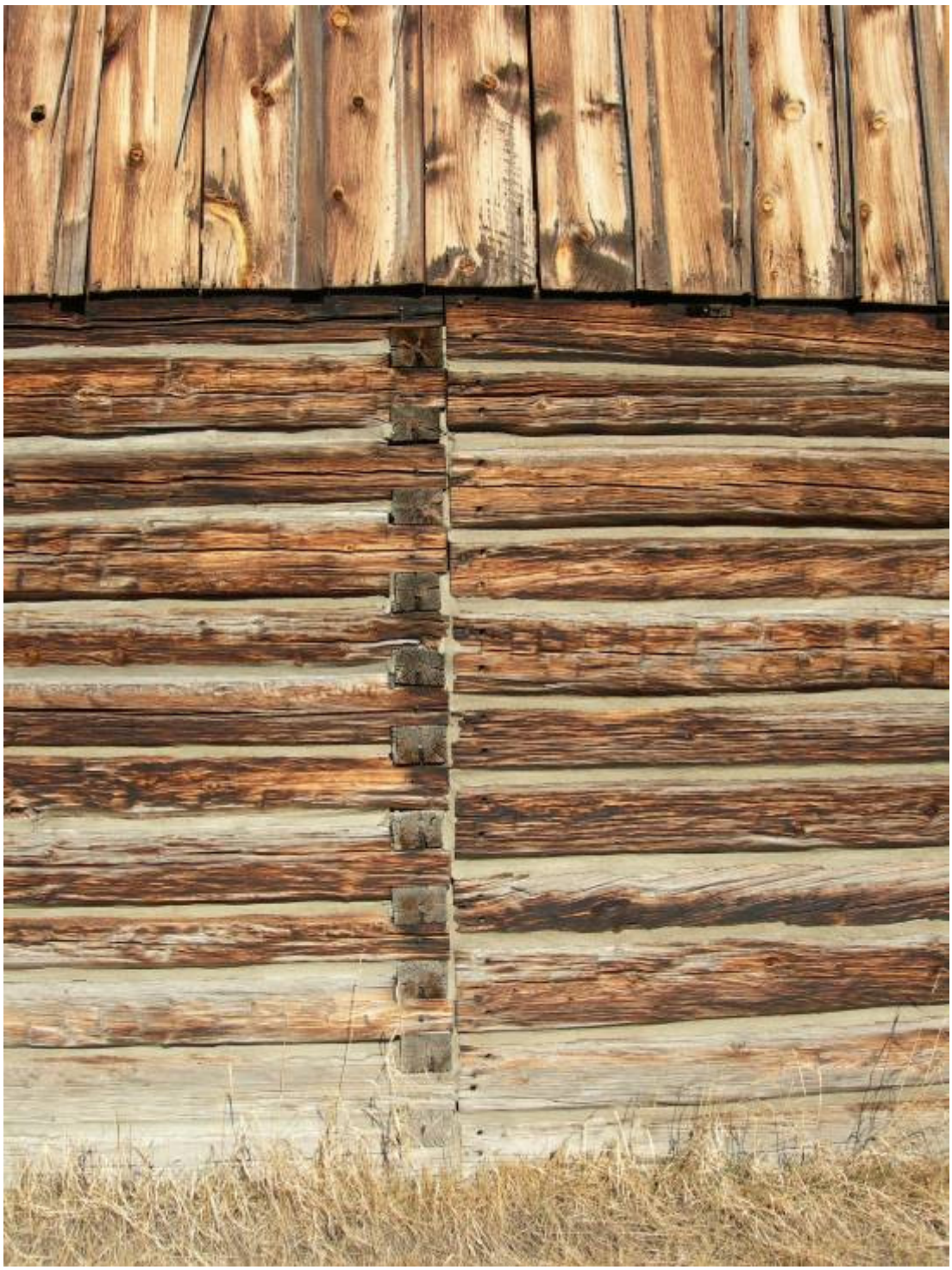
West elevation, log components, view to northeast.

Adze marks detail, north elevation.



Notching detail, northwest corner of main component.

Notching detail southwest corner of log addition.



Log joint between main component and log addition, west elevation.